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Office, 47, QUEEN'S ROAD CENTRAL. 1897  
NOW READY.

# **THE CHINESE AND DIRECTORY** CHINA, JAPAN, COREA, INDU-CHINA, STRAITS, NETHERLANDS, INDIA, SIAM, PHILIPPINES, BORNEO, &c., &c., WITH VARIOUS AND INCORPORATED THE CHINESE DIRECTORY AND THE HONGKONG DIRECTORY AND HONG LIST FOR THE YEAR 1897.

THE THIRTIETH ANNUAL ISSUE,  
which will be found, as hitherto, more full  
and accurate than its predecessors.  
Royal Octavo. Complete with Maps and Plates  
pp. 1,240, 87. Directory only, pp. 872, \$3.50.

# **THE HONGKONG DISPENSARY**

Just received FRESH SUPPLIES OF

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# **A. S. WATSON & CO., LIMITED,**

# **THE HONGKONG DISPENSARY.**

Established A.D. 1841.

Hongkong, 28th October, 1897.

# **NOTICE TO CORRESPONDENTS**

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should be addressed to THE EDITOR.

Correspondents must forward their communications  
with communications addressed to the EDITOR, not  
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The Editor's Address: FRANKS & CO., Ltd.,  
P.O. Box 20. Telephone No. 12.

# **The Daily Press.**

HONGKONG, OCTOBER 28th, 1897.

As was recently remarked in this column,  
it is much to be regretted that China has not  
among her officials, a single man of com-  
manding influence and intellectual force  
who is able to administer the govern-  
ment honestly. LI HUNG-CHANG, the best  
known and undoubtedly the most central  
figure in Chinese politics, is put out of  
court on account of the corruption of his  
administration and his comparative lack of  
influence at Peking. The fact that the  
Empire had for about a quarter of a cen-  
tury been practically intrusted to him,  
together with well nigh unlimited power  
and abundant funds, with the result  
shown during the war with Japan, would  
have been sufficient in any other country  
to have secured his permanent disgrace. In  
China the failure of the costly but ineffec-  
tive army and navy had but half the effect  
of the failure of the government. His knowl-  
edge and experience of foreign affairs were  
too invaluable to admit of his being banished  
in disgrace. He was wanted in order to re-  
pair, by diplomacy, a part of the ruin he  
had created by greed and misgovernment.  
But though Li has not been exactly  
disgraced from office, he is now regarded  
with suspicion and dislike. His influence  
is no longer paramount in the Grand  
Council. Nor is it, on the whole, to be  
regretted that a man who has had such  
large possibilities in his grasp should be  
relegated to a secondary position. His  
attitude towards foreigners, moreover, was  
always intemperate, and had he dared, would  
have been pronounced hostile. He was  
not unacquainted with any foreign love of  
country in his actions, which were influenced  
almost solely by love of gain. He succeeded  
in amassing a colossal fortune, and accord-  
ing to all accounts he still holds on to the  
supreme command in his age. The pos-  
session of such power in a man whose  
native province is no doubt him to be  
will, no matter how he may be wounded by  
the indifference of the foreigner, and the  
frown of the Emperor.

His recent visit to Chungking is  
still in the minds of the people at Wuchang.  
His reputation was not tarnished

during the recent war, his patriotism has  
never been suspected, and no ride hands  
can tear away the mantle that hides his  
true ability and reveal the corrupt and self-  
seeking man. But though China's  
political influence has undergone no  
possible diminution, his administrative  
negligence has sustained a shock. He has  
demonstrated to the Central Government  
that, while he has courage and enterprise  
to start new and important under-  
takings, he has never had the perse-  
verance and administrative energy  
to see them carried out efficiently. Thus he  
is perpetually instituting some new in-  
novation, although those already com-  
menced are seldom allowed to arrive at  
fruition. For instance, he has just im-  
ported from the United States a Mr. G. D.  
Brill, who is engaged to start a Model  
Farm and a Museum to exhibit the  
different agricultural implements in use in  
Europe and America. The idea is a good  
one, but the chances are that, like most of  
His Excellency's projects, it will never  
get beyond the experimental stage. Some  
years ago CHANG founded a School of  
Chemistry at Wuchang, but it now consists  
of one of the Professor, two students,  
and one other, who by his ignorance of  
English and Mandarin is disqualified from  
acquiring any knowledge of this science.  
Then again, the spinning mill erected at  
great cost and containing valuable plant,  
is a failure owing to his objection to  
employ foreigners to superintend the opera-  
tions. The Wuchang correspondent of our  
Shanghai morning contemporary says that  
among other peculiarities this mill contains  
a "number of excellent English looms"  
"which have never been unpacked, but  
"their place is to be supplied by inferior  
"machinery from Japan which requires  
"new buildings and another set of en-  
"gines." Obviously this is a job on the  
part of the official underlings. CHANG him-  
self is superior to the narrow view which  
wrecked LI HUNG-CHANG's reputation, but  
he is strongly prejudiced against foreigners  
and puts confidence in his officials, which is  
grossly abused. All his numerous schemes  
for the development of Chinese resources are  
therefore doomed to failure, and he becomes  
discredited thereby.

Tactical SING and Governor HU, who  
was recently appointed Director-General  
of Railways North of the Yellow River  
remain for consideration. SING is an  
old pupil of the mis-called "Bismarck of  
China," and has improved upon his pre-  
ceptor both in daring and originality.  
Whether he will ever win the trust of the  
Emperor is another matter. We should  
hardly think that this was possible. He is  
too notorious. At the same time he may  
prove clever enough to restrain his queering  
propensities within bounds until he has  
achieved some successes and made himself  
indispensable. His popularity might then,  
like those of some of his predecessors, be  
overlooked. He is a man of a better stamp,  
but he will have to fight against the unpar-  
tisan mandarins who regard office as a mere  
step towards fortune. The honest official in  
China is a rare bird, and he is not likely to be  
official marks. For these reasons we are not  
inclined to take a very sanguine view of the  
success of schemes for the material progress  
of the Empire. The trail of the serpent is  
over them all.

The rebellion in Manchuria, concerning  
which very little authentic intelligence has  
been received hitherto, seems likely to cause  
the Peking Government a good deal of  
anxiety and trouble. The number of the  
insurgents who have taken the field is esti-  
mated at over 8,000 men, and they are now  
collected at a place called Pingchuan, in the  
Jeho district outside the Great Wall. They  
have succeeded in capturing Pingchuan and  
there they have arrested the progress of the  
Imperialist Commander, General NIEN,  
who has had to form an entrenched camp  
some six or seven miles from the town and there  
await reinforcements. These are being sent  
in sufficient numbers to bring up his force  
to 8,000 infantry besides three batteries of  
artillery. The rebels are naturally huffed  
inferior in arms, and reputed to be also in-  
ferior in discipline (the discipline of Chinese  
regulars is, however, nothing to boast of);  
but these circumstances may be  
balanced by the fact that they are  
said to have a body of 40,000 members  
from which to draw reinforcements. They  
are also not badly provided with arms  
and ammunition, as they have purchased or  
picked up more than seven-tenths of those  
abandoned by the rabble rout who were  
sent to fight the Japanese when the latter  
advanced into the country. At Tientsin  
some apprehension is said to exist that, if  
General NIEN is defeated—a not im-  
probable contingency—the rebels will  
attempt to capture the railway and advance  
on Tientsin. The Viceroy WANG has  
given orders for the disciplined force  
under YUAN SHI-KI now stationed at  
Hsiao-chang, fifteen miles west of  
Tientsin, to be ready to start for that  
city at a moment's notice—a proof that  
absolute reliance is not placed on General  
NIEN. It would appear that this insurrec-  
tion is more formidable than most of the  
little local rebellions continually occurring  
in China, on account of the harder char-  
acter of the population and the possession  
by them of a comparatively large supply of  
arms. The superiority of the Imperialists  
has hitherto been mainly in arms and dis-  
cipline, but if the former proves an illusory  
advantage the latter rarely counts for much.  
Quite apart from the desirability on grounds  
of good government and the safety of  
Peking Government should they be too  
promptly quell this outbreak so near to the  
metropolitan province. The Trans-Siberian  
Railway is to be extended through Man-  
churia, and Russia will naturally feel re-  
luctant to have this most important highway  
left to the mercy of a horde of rebels. The  
Russian Government may therefore, in the  
event of any serious Imperialist reverse, in-  
sist on occupying Manchuria with Russian  
troops to ensure its pacification. It is prob-  
able that this will be done, and that the  
rebellion will be completely suppressed and  
might eventually lead to some advantage  
to the Russian position of the Siberian  
Frontier.

A meeting of the Sanitary Board will be held  
this afternoon.

The N. P. steamer *Orizaba*, from Yokohama,  
arrived at Portland on the 24th instant.

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# NOTICE TO CONSIGNEES

## NEW LINE OF STEAMERS

### NOTICE TO CONSIGNEES

AS "BENMORE" FROM ANTWERP, LONDON AND SINGAPORE.

CONSIGNEES of Goods are hereby informed that all Goods are being landed at their risk into the Hongkong and Wharves and Godown Company's Godowns, whence and from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 3rd prox., or they will not be recognized.

All broken, charred, and damaged Goods are to be left in the Godowns where they will be examined on the 25th inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 21st October, 1897. [2414]

## OCCEAN STEAMSHIP COMPANY.

### CONSIGNEES per Company's Steamer

"ULYSSES" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Underwriter, in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on or after the 27th inst.

Goods undelivered after the 3rd Nov. will be subject to rent, and all damaged Goods must be left in the Godowns where they will be examined at 11 a.m. on the 3rd Nov.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th October, 1897. [2451]

## "MOGUL" LINE OF STEAMERS.

### NOTICE TO CONSIGNEES.

FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Wharves and Godown Company, at Kowloon, whence and from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st prox. will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 1st prox., or they will not be recognized.

All broken, charred, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st prox., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARILL & CO., Agents.

Hongkong, 28th October, 1897. [2404]

## COMPAGNIE DES MESSAGERIES MARITIMES.

### NOTICE.

CONSIGNEES of Cargo from London via Suez, Aden, Bombay, and Calcutta, are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Wharves and Godown Company, at Kowloon, whence and from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st prox. will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 1st prox., or they will not be recognized.

All broken, charred, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st prox., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARILL & CO., Agents.

Hongkong, 28th October, 1897. [2404]

## VESSLS ON THE BERTH

### CHINA NAVIGATION COMPANY, LIMITED.

#### FOR SHANGHAI.

#### THE Company's Steamer

#### "WOOSUNG."

Captain Taylor, will be despatched as above TO SHANGHAI, on the 28th inst., at 4 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 27th October, 1897. [2489]

#### THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

#### FOR MANILA DIRECT.

#### THE Company's Steamer

#### "ESMERALDA."

Captain Taylor, will be despatched for the above port TO MORROW, on the 28th inst., at 4 p.m.

This steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 27th October, 1897. [2489]

#### NIPPON YUSEN KAISHA.

#### JAPAN-HOMBY LINE.

#### MONTHLY SERVICE.

#### (UNDER MAIL CONTRACT).

#### FOR SINGAPORE, COLOMBO, AND BOMBAY.

#### THE Company's Steamer

#### "YAMAGUCHI MARU."

Captain Kawanishi, will be despatched as above TO SINGAPORE, on the 2nd November at 4 p.m.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, 23rd October, 1897. [2489]

#### NORTHERN PACIFIC STEAMSHIP COMPANY.

#### OREGON RAILROAD AND NAVIGATION COMPANY.

#### FOR PORTLAND, OREGON.

#### PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

STEAMSHIP	DATE	TIME
FRANKLIN	28th Oct.	10 a.m.
FRANKLIN	29th Oct.	10 a.m.
FRANKLIN	30th Oct.	10 a.m.

#### THE Company's Steamer

#### "LONARD."

Captain W. R. Wilson, sailing at Noon on TUESDAY, 10th November, will proceed to PORTLAND, OREGON, via KOBÉ and YOKOHAMA.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports, will be received here for the above port and will have quick despatch.

Consular Invoices of Goods for United States Ports should be in Quinquaginta, and one copy must be sent forward by the steamer to the Freight Agent, Great Northern Railway, Seattle, Wash.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, 23rd October, 1897. [2446]

#### FOR BALTIMORE.

#### THE 100 A.I. American Ship

#### "TOLANI."

Captain C. McCulloch, is leading here for the above port and will have quick despatch.

For Freight or Passage, apply to ARNOLD, KARBURG & CO., Agents.

Hongkong, 22nd September, 1897. [2179]

#### FOR BALTIMORE.

#### THE 3/3 L.I. American Ship

#### "ISAAC REED."

Captain W. H. Reed, will lead here for the above port and will have quick despatch.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 27th August, 1897. [1972]

#### FOR SAN FRANCISCO.

#### THE 100 A.I. American Ship

#### "NEW YORK."

Passenger Master, is leading here for the above port and will have quick despatch.

For Freight or Passage, apply to DODWELL, CARILL & CO., Agents.

Hongkong, 28th October, 1897. [2446]

#### FOR SAN FRANCISCO.

#### THE 100 A.I. American Ship

#### "SAINT MARK."

Passenger Master, is leading here for the above port and will have quick despatch.

For Freight or Passage, apply to DODWELL, CARILL & CO., Agents.

Hongkong, 28th October, 1897. [2446]

# YVESSEN IN THE FIVE

## OCCEAN AND ORIENTAL STEAMSHIP COMPANY.

### TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE VIA THE PANAMA CANAL, AND THROUGH THE ATLANTIC AND OTHER CONNECTING STEAMERS.

### VIA INLAND SEA OF JAPAN AND HONOLULU.

### PROPOSED SAILINGS FROM HONGKONG.

GABRIEL (via Amoy, Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) THURSDAY, Oct. 29, 1897, at Noon.

DORIS (via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) THURSDAY, Nov. 18, 1897, at Noon.

BALTIMORE (via Amoy, Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) TUESDAY, Nov. 7, 1897, at Noon.

### THE Company's Steamer "GABRIEL"

will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, and HONOLULU, on THURSDAY, the 28th October, 1897, at Noon.

### Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU and passengers are allowed to break their journey at any point en route.

### Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

### Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

### Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

### All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

### Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

### For further information as to Freight or Passage apply to the Agency of the Company, No. 7, Prince Street.

### J. S. VAN BUREN, Agent.

### Hongkong, 28th October, 1897.

### NAVIGAZIONE GENERALE ITALIANA.

### (Florida and Hawaiian United Companies).

### STEAM FOR SINGAPORE, PENANG, AND BOMBAY.

### Having connections with the Company's Mail Steamers to ADEN, SUER, PORT SAID, MESSINA, NAPLES, LEGHORN, GENOVA, VENICE, and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and ATLANTIC AMERICAN PORTS up to CALLO.

### Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA, and MALAGA.

### THE Steamer

### "LETIMBO."

Captain Debito, will be despatched as above on MONDAY, the 1st November, at Noon.

At Bombay the Steamer is discharging in VICTORIA DOCK.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 23rd October, 1897. [2451]

### EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

### FOR SYDNEY AND MELBOURNE.

### (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

### THE Steamer

### "AUSTRALIAN."

Captain Helms, will be despatched for the above ports on WEDNESDAY, the 3rd November, at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. The Electric Light is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd October, 1897. [2489]

### NIPPON YUSEN KAISHA.

### TRANS-PACIFIC LINE.

### MONTHLY SERVICE.

### FOR SEATTLE, WASHINGTON, VIA KOBÉ AND YOKOHAMA.

### (Through Passenger Tickets and Bills of Lading issued for the principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamship.)

### THE Company's Steamer

### "KAGOSHIMA MARU."

Captain W. Thompson, will be despatched as above on THURSDAY, the 4th November, at 4 p.m.

Consular Invoices of Goods for the United States should be in Quinquaginta, and one copy must be sent forward by the steamer to the Freight Agent, Great Northern Railway, Seattle, Wash.

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Hongkong, 23rd October, 1897. [2446]

### FOR BALTIMORE.

### THE 100 A.I. American Ship

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Hongkong, 22nd September, 1897. [2179]

### FOR BALTIMORE.

### THE 3/3 L.I. American Ship

### "ISAAC REED."

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For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 27th August, 1897. [1972]

### FOR SAN FRANCISCO.

### THE 100 A.I. American Ship

### "NEW YORK."

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Hongkong, 28th October, 1897. [2446]

### FOR SAN FRANCISCO.

### THE 100 A.I. American Ship

### "SAINT MARK."

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For Freight or Passage, apply to DODWELL, CARILL & CO., Agents.

Hongkong, 28th October, 1897. [2446]

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